



CITY OF
FORT LAUDERDALE

AVIATION ADVISORY BOARD
Fort Lauderdale Executive Airport
Administrative Office - Multipurpose Room
6000 NW 21 Avenue
Fort Lauderdale, FL
Thursday, March 27, 2008, 1:30 p.m.

Board Members	Attendance	Cumulative Attendance 7/07 through 6/08	
		Present	Absent
Bunney Brennehan, Chair	P	7	0
Joseph Scerbo, Vice Chair	P	5	2
Lee Alexander	P	6	0
Alberto Calvo	P	1	0
Michael Dunbar	P	1	0
Lloyd Evanson	P	4	3
Linda Iverson	P	1	0
Richard McDonald	P	5	2
Deborah VanValkenburgh [2:00]	P	6	1
Sharon Woods	P	6	1

Airport/City Staff

Clara Bennett, Airport Manager
Mark Cervasio, Assistant Airport Manager
Alex Erskine, Assistant Airport Manager
Rufus A. James, Airport Operations Supervisor
Fernando Blanco, Airport Engineer
Florence Straugh, Noise Abatement Officer
Sharon Dreesen, Administrative Aide
Victoria Minard, Assistant City Attorney
Jonathan Gehrke, Airport Operations Aide
Matt Bocchino, Airport Operations Aide
Jason Robinson, Airport Operations Aide
Jamie Opperlee, Recording Secretary
Bonnie Schultz, FAA

Visitors

Joan Kuntz, Sheltair
Ricardo Avin, City of Oakland Park
Don Campion, Banyan Air Services
George Weaver, Buehler Aviation
Rachel Ward, Bovis Lend Lease
Eileen Velez, Kimely-Horn and Associates

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Call to Order

The meeting was called to order at 1:32 p.m. by Chair Brenneman.

1. Approve Minutes of February 2008 Meeting

Motion made by Dr. Alexander, seconded by Ms. Woods, to approve the minutes of the Board's February 2008 meeting. In a voice vote, the motion passed unanimously.

2. ASOS Lease Amendment with FAA

Mr. Erskine reminded the Board that in 2001, the City of Fort Lauderdale entered into a ground lease with the Federal Aviation Administration (FAA) for the location of the Automated Surface Observing System (ASOS). He explained that this equipment recorded and reported current weather conditions such as wind speed and direction, visibility, sky condition, temperature, dew point, and barometric pressure. The glide slope building was located immediately adjacent to this equipment.

Mr. Erskine stated this unit was primarily used by the Air Traffic Control Tower to communicate weather conditions to pilots. It was also part of the National Weather Service's (NWS) network of weather observation stations. The FAA wants to install a backup generator for the equipment, pursuant to a Congressional mandate. Since the installation of backup generators/power supplies were not contemplated in the original lease, the FAA has initiated a Supplemental Agreement to cover the installation and maintenance of such equipment.

Mr. Erskine reported that the Supplemental Agreement (Exhibit 1) had been reviewed and accepted as to legal form by the City Attorney's Office.

Staff Recommendation:

The staff recommends the City execute the Supplemental Agreement No. 1 with the FAA to allow for the installation and maintenance of a backup generator/power supply at the ASOS site.

Mr. Dunbar asked the propane tank location. Mr. Erskine said they had not yet decided whether the generator would be propane or diesel, but staff would work with the FAA regarding any tank location. Mr. Erskine explained to Dr. Alexander that the glide slope antenna operation would not be affected by the generator.

Mr. Dunbar wondered how much input the FAA would accept from staff regarding the generator and its fuel supply. Mr. Erskine said the FAA would certainly see the proximity of the runway to the generator, and noted that the equipment was

located well outside the runway safety area. He displayed an aerial photo showing the equipment location.

Motion made by Mr. Scerbo, seconded by Dr. Alexander, to approve the staff recommendation. In a voice vote, Board unanimously approved.

3. Emergency Procedures Letter of Agreement with FAA

Mr. Erskine explained that FXE had several letters of agreement (LOA) with the FAA control tower under FAA Operations Order 7210.3. He informed the Board that the FAA had initiated a change to the Emergency Procedures Letter of Agreement between the Tower, the Airport, the Fire Department and Police Department. Copies of both the existing LOA (Exhibit 1) and the proposed LOA (Exhibit 2) had been provided for the Board's reference. Mr. Erskine stated the new LOA proposed changes to four distinct areas of airfield operations.

Mr. Erskine said a new section had been added requiring Airport staff to forward information to the Tower regarding aircraft accidents. This information included such things as aircraft make and model, pilot information, number and condition of passengers, and aircraft damage. He noted that they had always done this in the past, and had agreed to incorporate it into the LOA.

Mr. Erskine continued that another item being added called for the Police Department to notify the Tower of any bomb/hazardous materials threats on the Airport. Currently, the LOA required the Tower to notify the Police Department of such threats, but staff had noted that this did not always occur.

Mr. Erskine said the language of the LOA had also been revised to clarify that the Fire Department was the authority responsible to (re)open the Airport after aircraft alerts.

Mr. Erskine said they were also going to change the responsible party to open the airport after an incident. This would now be the sole responsibility of Airport staff.

Mr. Erskine informed the Board that the remaining procedures in the LOA would stay as they were in the current LOA. He informed the Board that the proposed LOA had been reviewed and approved by the Fire Department, the Police Department and the City Attorney's Office.

Staff Recommendation

The staff recommends that the City execute the attached proposed Letter of Agreement with the FAA entitled "Emergency Procedures".

Dr. Alexander asked who was formerly authorized to reopen the airport. Mr. Erskine said currently Airport Security was authorized, but staff felt it would be

best that they be the responsible party. Ms. Bennett informed Dr. Alexander that the management team and operations employees were on call 24 hours a day.

Mr. Scerbo felt that considering the amount of activity and the location of FXE, they should have an operational employee on the grounds 24/7. Ms. Bennett said they had been discussing this recently. She noted that hiring more staff would have to be included in the budget process, and must be approved by the City Manager and the City Commission. Ms. Bennett said the present situation worked quite well, with a Police Detail, Fire personnel and 24-hour security. She added that the operational personnel worked 7 a.m. to 7 p.m.

Chair Brenneman remarked that this revision cleared up some items that had been a bit grey in the previous version. She believed the recommendations were well developed and positive. Mr. Erskine informed Mr. McDonald that the City Attorney's Office had reviewed this document and would see it again when it was signed.

Motion made by Dr. Alexander, seconded by Mr. Evanson, to approve the staff recommendation. In a voice vote, Board unanimously approved.

**4. Taxiway Bravo Pavement Rehabilitation - Project 11134
Kimley-Horn and Associates, Inc. - Task Order No. 37**

Mr. Blanco reported that Airport staff had initiated a multi-year project for rehabilitating the pavement along the southern portion of Taxiway Bravo from Taxiway Echo to the approach end of Runway 31. In addition to the pavement rehabilitation, they would also widen the entrances to tenant ramps at several locations along Taxiway Bravo to conform to current FAA design standards.

Mr. Blanco informed the Board that staff had negotiated Task Order No. 37 with Kimley-Horn and Associates, Inc., the Airport's General Aviation Consultant, to provide construction-phasing alternatives, conduct airport staff review meetings, prepare construction plans and bid specifications, surveying, geo-technical testing, non-destructive pavement testing and analysis, and bid assistance services. The Task Order amount was \$324,395.00.

Mr. Blanco stated funds for this Task Order were available from the Airport's approved Capital Improvement Plan and from a previously executed Joint Participation Agreement from the Florida Department of Transportation (FDOT) for reimbursement of approximately 80% of eligible costs.

Staff Recommendation:

The staff recommends approval of the proposed Task Order No. 37 with Kimley-Horn and Associates, Inc. for the pavement rehabilitation of Taxiway Bravo in the amount of \$324,395.00.

Mr. Blanco confirmed for Mr. Dunbar that this amount covered the project engineering only. The entire project's estimated cost was \$4 million. Mr. Blanco stated once they initiated work on a taxiway, the FAA required them to bring the taxiways and entrances up to current standards.

Mr. Scerbo had reviewed the Task Order, and received satisfactory answers to his questions. He recommended the Board approve the Task Order.

Motion made by Ms. Van Valkenburgh, seconded by Ms. Woods, to approve the staff recommendation. In a voice vote, Board unanimously approved.

UPDATE ITEMS

A. Noise Compatibility Program

UPDATE - Scoping Element of Environmental Assessment for Runway 8, I-95 Turn Departure

Ms. Straugh informed the Board that the deadline for comments regarding the scope of the Environmental Assessment (EA) for Runway 8, I-95 Turn Departure had been extended to March 17, 2008 and they had received 238 responses, 154 of which were received by the original deadline. These comments would be submitted for the Environmental Assessment.

Ms. Bennett explained that this process was different from the noise studies they had done in the past and was separate from the Part 150 noise process. This portion of the process was to solicit input only, and the EA was required by the FAA pursuant to FXE's request for additional I-95 Turn hours. In the future, the Board would review and be asked to approve the contract for the actual study.

Noise Abatement Program Statistics

The noise program statistics for February 2008 were included in the Board's packet.

B. Development and Construction

Airport Projects in Development

Taxiway Alpha Relocation Project # 10802

Mr. James announced that Ranger Construction had mobilized their equipment and commenced work on February 4, 2008. He explained that this project had approximately 7 phases, including demolition of existing pavement, construction of three run-up areas with blast fences, electrical work, relocation of signs/markings, and ultimately the construction of the new Taxiway Alpha.

Mr. James stated the contractor was working from 10 p.m. to 6 a.m., Sunday thru Thursday and he anticipated work would occur during daytime hours during future phases of the project. Mr. James agreed to provide updates to the Board on the progress of this project.

Helicopter Association International (HAI)

Mr. James informed the Board that Airport staff had recently participated in the HAI's Annual Heli-Expo in Houston TX, in February. The HAI press release indicated that attendance was a record setting 17,373. There were more than 500 exhibitors, and approximately 63 helicopters on display. Mr. James announced that the next Heli-Expo would be held in Anaheim, CA, February 24-26, 2009.

RSAT Report

Mr. James stated regional FAA Runway Safety Team (RSAT) personnel had visited FXE the previous week in conjunction with their "Call to Action" (C2A) initiative. The team's activities included touring the airfield and facilities, assessing the airfield and tower, and holding briefings with tenants, pilots and staff. Mr. James explained that these discussions focused on pilot deviation factors in runway incursions. The Team's follow-up report should be received within 30 days.

Operations statistics were provided with the Board's packet.

Mr. Dunbar asked about the Helistop statistics, and how the shut down of one operator would affect the figures. Mr. James remarked on the fluctuating use statistics over the course of the years, and noted that they restricted the use of the Helistop by student pilots.

C. Arrearages

There were no arrearages to report.

Mr. Scerbo asked about the restaurant. Ms. Bennett explained that the restaurant facility sublease was part of a prime lease held by Specialty Restaurants Corporation that included the adjacent aviation facilities. A sales contract to redevelop the site had fallen through, and the Airport had been approached recently by a new entity interested in redeveloping the facility, but there was no formal proposal as yet. She hoped to be able to present something to the board in the next few months. She confirmed for Mr. Scerbo that the rent was being paid. The abandoned building had presented some security issues.

Chair Brenneman asked about the coffee shop on the south side of the Airport. Mr. Erskine informed her that Sheltair was building the coffee shop. Mr. Don Campion, Banyan Air Services, explained the restaurant would be located on the site that was formerly the Cab Air Flight School, overlooking the ramp and would be called The Runway Cafe. He anticipated it would open at the end of June.

D. FLL Update

Ms. Straugh reported the Environmental Impact Statement was due at the end of July. Once that was completed, they would proceed with the Part 150 Study.

Ms. Straugh said in recent months, Broward County Aviation Department had received more calls from southwest Fort Lauderdale because of an increase in the use of runway 13 due to weather conditions and maintenance on the main runway.

Ms. Iverson asked if FLL would "dump more airplanes here" to alleviate its own noise issues. Ms. Bennett said there were very long-term leases at FLL. If these were cancelled, there would still be a question of finding an airport with sufficient ramp space, hangar space and runway infrastructure. Since FXE was fairly built-out, Ms. Bennett was unsure they could accommodate the displaced aircraft.

Chair Brenneman pointed out that as a General Aviation facility, FXE was not authorized to have scheduled airlines. Ms. Bennett said FXE emulated the FAA standards for a "Certificated" Part 139 airport but they did not want to go through certification that would allow for scheduled service.

E. Airport Tour - New & Current Board Members

New Board members were invited to tour the facilities.

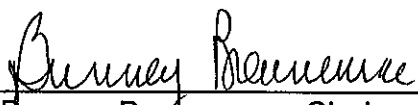
Other items

Ms. Bennett announced that Mr. McKaye had resigned from the Board, citing health and transportation issues. Tamarac was working to find a replacement to appoint to the Aviation Advisory Board.

Ms. Van Valkenburgh asked about the F-86 project. Mr. Cervasio reported the people from the Air Force Association were working on this, and FXE staff would meet with them when they had progress to report.

There being no further business before the Board, the meeting adjourned at 2:47 p.m.

➤ Next scheduled meeting date: Thursday – April 24, 2008 – 1:30 PM


Bunney Brenneman, Chair

PLEASE NOTE:

If any persons decide to appeal any decision made with respect to any matter considered at this public meeting or hearing, he/she will need a record of the proceedings and, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.